

# Strawman Proposals to Designate CRFCs & CUFCs in California (DRAFT)

## Proposal 1: Statewide Project-Ready Corridor Selection

### Process

1. Shortlist “shovel ready” project from the 700 projects listed in the CFMP (5 year delivery).
2. Map the shovel ready projects statewide.
3. Estimate number of miles required.
4. Scan against CFIP and NHFP guidance and eligibility requirements.
5. Scan against FASTLANE applications and STIP reductions.
6. Apply technical criteria to prioritize 311 CUFC and 623 CRFC.
7. Designate the corridors.
8. Conduct annual reviews to determine need to reprioritize/modify/add corridors.

The prioritization will be based on certain quantitative and qualitative performance measures that the TWG will agree upon based on consensus.

### Pros:

- Statewide strategic approach, based on shovel ready projects and immediate needs.
- State may have the right to allocate strategic interregional corridors using ITIP match.
- Ability to recognize diverse needs statewide.

### Cons:

- Increased time and resource needed for statewide coordination and technical analysis.

## Proposal 2: Regional Mileage Allocation

### Process

By consensus, the TWG will decide an equitable distribution of mileage allocation for each county, urbanized area or regional agency. There may be two smaller technical group, one each for urban and rural mileage to determine or coordinate allocation across California.

There are many ways of dividing up the mileage across California. One potential allocation option is where the 623 miles of CRFC and 311 miles of CUFC are allocated to each county based on the percentage of rural and urban NHS miles each county has.

**Another Option:** Instead of NHS miles, if we use NHFN miles to allocate miles across agencies, the regions with interstates that did not qualify as PHFS will be able to get higher allocation of CUFC and CRFC. But, the regions with no PHFS or non-PHFS Interstates will not get CUFC/CRFC allocation.

### Pros:

- This process allows flexibility for local priorities.
- Regions with more NHS miles potentially need more CRFC and CUFC.

### Cons:

- Agencies that do not have shovel ready project may be allocated miles that they do not need.